

MANX MOTOR CYCLE CLUB LIMITED

(Affiliated to the Auto Cycle Union through the Isle of Man Centre ACU)

2009 MANX GRAND PRIX

European Open meeting held under the
National Sporting Code and Standing Regulations for Road Racing of the ACU

SUPPLEMENTARY REGULATIONS



Practices

22-29 August

Race Days

31 August

2 September

4 September

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THE MOST SPORTING RACES OF THE YEAR!

IMPORTANT NOTICE INSURANCE

NO MOTORCYCLE may be ridden on open roads, not even to and from the starting point at any time, without Road Traffic Act Insurance. This cover may be obtained from the Race Office.

Riders may wish to explore the possibilities of arranging cover through their own insurers for this purpose.

Third party insurance for all riders and personal accident insurance for ACU and SACU licence holders during the races and official practices are included in the Entrance Fee. **Non** ACU and SACU licence holders must have Personal Accident insurance as required by their own national federation (see Reg. 8).

Insurance for increased benefits can be effected by application direct to Motor Sports Risk Services, Lockton Companies International Ltd., Hanover House, 30/32 Charlotte Street, Manchester, M1 4FD (tel: 0161-228-0721) or during signing-on periods at the Race Office, Grandstand, Douglas, Isle of Man.

SPECIAL POINTS

- (1) Entries close on the **Saturday 13 June 2009** in accordance with Regulation 7.
- (2) All Competitors resident in the UK must have held as a minimum a National Licence issued by the ACU or SACU for at least six months prior to the first day of practising. Competitors from other Federations within the UEM must have held as a minimum a National Licence for a minimum of six months prior to the first day of practising (Reg 6).
In addition to enter this event all competitors must hold a "TT Course Licence" issued by the ACU at a cost of £25.00 in addition to any normal licence fees. An application form for such a licence is enclosed and should be returned to the Auto Cycle Union.
Please note - A "TT Course Licence" issued by the ACU does not guarantee an entry into the Manx Grand Prix Races.
- (3) Competition licences, starting permission (for non ACU/SACU licence holders) and TT Course licences detailed in Reg 6 (a)(1) must be produced when signing on (Reg 9)
- (4) Riders who are unable to commence practice on or before Monday 24 August may not be permitted to compete. Riders with previous experience on the TT Course may apply for dispensation to the Clerk of the Course to commence practice no later than **Wednesday 26 August**. All newcomer riders in the Classic or Newcomers Races must have completed 3 laps before Wednesday 26 August (See Reg13).
- (5) Race numbers and plates will be supplied. Riders may use their own painted backgrounds but if they do so they **must** be matt and the RAL colours specified (See Reg 10)

MMCC Office, The Grandstand
Glencrutchery Road, Douglas, Isle of Man IM2 6DA.
Telephone : (01624) 644649
Fax : (01624) 620174
e-mail: mgp@manx.net

2009 Manx Grand Prix Supplementary Regulations

1 ANNOUNCEMENT

Manx Motor Cycle Club Limited, "MMCC" (a company incorporated in the Isle of Man (no 007491C)) whose registered office is situated at The Grandstand, Glencrutchery Road, Douglas, Isle of Man, IM2 6AD, ("the Club") will organise the Manx Grand Prix Races over the TT Mountain Course in the Isle of Man from 31 August to 4 September. Official Practice will be from 22 to 29 August with additional practice on 31 August and 2 September. Permit No ACU 25065 and Temporary Course Certificate No TT001. UEM Inscription No. EMN 10/48.

The status of the Meeting is European Open. The Meeting will be held under the National Sporting Code and Standing Regulations for Road Racing of the ACU, these supplementary regulations and any further instructions issued or official announcements made. ("The Regulations".) The Club may publish supplementary instructions on the official notice board in the Race Office at the rear of the Grandstand. Riders will be deemed to have received due notice of any instruction so published.

The regulations will not be altered, except as provided for in the National Sporting Code and may be interpreted only by the Stewards of the Meeting. Their decisions will be final except as provided in the National Sporting Code.

2 SECRETARY OF THE MEETING

Caroline Etherington, MMCC Office, The Grandstand, Glencrutchery Road, Douglas, Isle of Man, IM2 6DA.
Tel : (01624) 644649, Fax: (01624) 620174, e-mail: mgp@manx.net

3 OFFICIALS

ACU Steward:	Peter Beardmore
ACU Centre Steward:	Edric Costain
Club Steward	Martin Moore
Clerk of the Course:	Philip Taubman ACU 29276
Deputy Clerks of the Course/Operations:	Martin Blackburn, Andrew Mackay
Deputy Clerk of the Course/Start/Finish:	Peter Cain
Chief Incident Officer:	Martin Blackburn
Chief Medical Officer:	Dr Heike Romer
Chief Timekeeper:	Kevin Brookes
Chief Technical Officer:	Jeff Kirby
Deputy Chief Technical Officers:	John Ridout/Joanne Rowe/Dave Corlett
ACU Sound Inspectors:	Mike Chapman/Pete Rogers
Engine Measurer:	Keith Spencer/Joanne Rowe
Riders Liaison Officers:	John Barton/Nigel Beattie

4 COURSE

The Meeting will be held on the 'Mountain' circuit which is 60.70km (37.74 miles) in length, on highway which is closed to the public during practice and race periods.

5. PROGRAMME OF RACES

Monday 31 August

1015 Race 1a - The NEWCOMERS RACE (4 laps) in 2 capacity classes run concurrently)
1b - The POST CLASSIC RACE (4 Laps)
1315 Race 2 - The JUNIOR/LIGHTWEIGHT CLASSIC RACE (4 laps) in 2 capacity classes run concurrently

Wednesday 2 September

1015 Race 3 - The JUNIOR RACE (4 laps)
1315 Race 4 - The SENIOR CLASSIC RACE (4 laps)

Friday 4 September

1015 Race 5 - The LIGHTWEIGHT/ULTRA LIGHTWEIGHT RACE (4 laps) in 2 capacity classes run concurrently
1315 Race 6 - The SENIOR RACE (4 laps)

6 ELIGIBILITY

(a) Riders

Licences

- (1) ACU and SACU licence holders must have held as a minimum a National Licence issued by the ACU or the SACU for at least six months prior to the first day of practising. Competitors from other Federations within the UEM must have held as a minimum a National Licence issued by their FMN for a minimum of six months prior to the first day of practising.

In addition to enter this event all competitors must hold a "TT Course Licence" issued by the ACU at a cost of £25.00 in addition to any normal licence fees. An application form for such a licence is enclosed with these Supplementary Regulations.

(2) Eligibility

In these regulations and in any other instructions or directive issued by the Club, the term "rider" shall refer to any person who has been accepted as a rider in any of the races.

Riders must be over the age of 18 years on 22 August 2009.

(3) Additional conditions for classes

Newcomers

The only riders eligible for the Newcomers Race and the only riders regarded as newcomers in the Classic Races shall be those who have not previously qualified to ride or ridden in any motorcycle race run over the TT Mountain Course. A rider who has previously competed on the TT Mountain Course only as a TT sidecar driver or passenger is regarded as a Newcomer in the Manx Grand Prix. Riders entering the Newcomers Race may also enter for the Junior, Lightweight, Ultra Lightweight or Senior races but may compete in these races only if they have qualified to start in the Newcomers Race and achieved the qualifying time for the other races entered.

Post Classic Race

In the first year it has been agreed to keep the regulations as flexible as possible but they may be subject to change for 2010.

Classic Races

There are no additional conditions.

Lightweight Manx Grand Prix

- (i) Previous winners of Newcomers, Classic, Lightweight, Ultra Lightweight, Junior and Senior Manx Grand Prix Races are eligible.
- (ii) Riders who have previously qualified to start in any TT solo race on the TT Mountain Course are eligible.

Ultra Lightweight, Junior & Senior Manx Grand Prix

- (i) Previous winners of Newcomers, Classic, Lightweight and Ultra Lightweight Manx Grand Prix Races are eligible (subject to (ii) below). Previous winners of Junior and Senior Manx Grand Prix Races are **NOT** eligible.
- (ii) Riders who have previously competed in any TT solo race on the TT Mountain Course (except Production or Historic TT Races) are **NOT** eligible if:-
- they have qualified to start in any TT solo race on the TT Mountain Course in the last two years, **eg** a rider who wishes to compete in the 2009 Manx Grand Prix must not have qualified to start in any TT solo race on the TT Mountain Course in 2008 and 2009.
 - they have won a silver replica in any TT solo race on the TT Mountain Course in the last four years, **eg** a rider who wishes to compete in the 2009 Manx Grand Prix must not have won a silver replica in any TT solo race on the TT Mountain Course from 2006-2009 inclusive.
- (iii) Riders in TT Production or TTXGP Races who have qualified for and competed in the Senior TT on a production machine or the TTXGP on a TTXGP machine **only** are eligible provided they have not qualified to start in any other TT solo race on the TT Mountain Course (subject to (ii) above).

Note – Should a rider be in doubt as to the status of any event he/she may have entered he/she should contact the Secretary of the Meeting.

(4) General

Change of Rider: Only with the permission of the Clerk of the Course may a change of rider be allowed. Such permission will be granted only in exceptional cases and after investigation. A substitute rider may be nominated only by a licensed entrant. A change of both rider and make of motorcycle may be permitted at the discretion of the Clerk of the Course.

Medical Examinations: The Club may require any rider at his/her expense to undergo a medical examination by a doctor or by the medical board appointed by the Club and may disqualify a rider on medical advice. Every rider agrees to the results of any such medical examination being given to the Club. A rider involved in an accident will not be allowed to continue practising or racing until he/she has been passed medically fit by one of the event Medical Officers.

(b) Entrants

Entrants must be in possession of a current National or International entrants licence for road race.

(c) Machines

Solo machines are eligible to compete in the races as follows:

Race 1a NEWCOMERS RACE in 2 capacity classes run concurrently ie

Class A

550cc – 750cc 4 stroke 4 cylinder

651cc – 1000cc 4 stroke 2 cylinder

601cc – 675cc 4 stroke 3 cylinder

601cc – 1000cc rotary equivalent

201cc – 450cc 2 stroke 2 cylinder

Class B

Up to 125 cc 2 stroke single cylinder, 6 gears maximum

251cc – 400cc 4 stroke 4 cylinder. Rebores up to Manufacturer's maximum rebore sizes are permitted

Up to 650cc 4 stroke 2 cylinder

Race 1b POST CLASSIC RACE

(i) Four Stroke

501-1000cc 2 valves per cylinder, cut off date 31st December 1981.

(ii) Two stroke

126-250cc Grand Prix Factory Bikes Steel frame or period aluminium frame, any brakes, any wheels, cut off date 31st December 1984.

126-250cc. Standard frames, Standard fairing. No airboxes. Any brakes. Cut off dates 1st January 1985 - 31st December 1991.

251-350cc Steel frame, any brakes, any wheels. Cut off date 31st December 1984.

351-500cc Two stroke up to 31st December 1982, Steel frame, any brakes, period fairing.

Race 2 JUNIOR/LIGHTWEIGHT CLASSIC RACE in 2 capacity classes run concurrently ie

Class A 300cc - 350cc

Class B 175cc - 250cc

Race 3 JUNIOR RACE

201cc – 250cc 2 stroke 2 cylinder

550cc – 600cc 4 stroke 4 cylinder

601cc – 675cc 4 stroke 3 cylinder

651cc – 750cc 4 stroke 2 cylinder

Race 4 SENIOR CLASSIC RACE

351cc - 500cc

Race 5 LIGHTWEIGHT /ULTRA LIGHTWEIGHT RACE in 2 capacity classes run concurrently ie

Class A

201cc – 350cc 2 stroke 2 cylinder

Class B

Up to 125 cc 2 stroke single cylinder, 6 gears maximum

251cc – 400cc 4 stroke 4 cylinder. Rebores up to Manufacturer's maximum rebore sizes are permitted

Up to 650cc 4 stroke 2 cylinder

Race 6 SENIOR RACE

550cc – 750cc 2/4 stroke 4 cylinder
651cc – 1000cc 4 stroke 2 cylinder
601cc – 675cc 4 stroke 3 cylinder
601cc – 1000cc rotary equivalent

If, in the opinion of the Committee, sufficient entries are not received for any class, the Club may at its discretion amalgamate that class with any other class, and/or offer entrants the opportunity to transfer to another class and change their machines to one eligible for the other class.

ALL MACHINES MUST COMPLY WITH APPENDIX I AND ADDITIONALLY ALL CLASSIC MACHINES MUST COMPLY WITH APPENDIX II.

7 ENTRIES AND ENTRY FEES

All entries must be made on the official entry form and sent to the Secretary of the Meeting by **Saturday 13 June** with the appropriate entry fees which are £225 sterling for each race. See Reg 8 for **non** ACU & SACU Licence Holders. The entry fee for these riders will be £165. **A total surcharge of £25 will be payable for entries received after Friday 1 May after 5.00 pm.** Modern and Classic Newcomers will be exempt from this surcharge.

Cheques to be made payable to Manx Motor Cycle Club Limited. **Postal orders will not be accepted.**

The Club reserves the right to refuse any entry and abandon, cancel or postpone the meeting or alter the programme of events and awards.

Unless, in the opinion of the Club, sufficient entries are received for a race, that race will not be held, in which case entry fees will be returned. The entry fee may be returned in full if an entry is refused, but under no other circumstances will entry fees be returnable.

A maximum of 110 starters will be permitted for each race. If more than 110 entry applications are received for any race:

- (i) priority will be given to Manx Grand Prix Replica winners in the last two years.
- (ii) the remaining entries up to 110 will be allotted at the Club's discretion.
- (iii) the Club may nominate reserve entries. Such reserves may replace withdrawn entries or non-starters up to a maximum of 110 starters. Reserve entries will be taken in order of practice times for this purpose and will be notified as soon as possible after the end of the practice period whether they will have an opportunity to start in the race.

Riders may apply for entries in more than one race (subject to eligibility under Reg. 6) and may apply to enter two races run on the same day provided they do not use the same machine.

8 INSURANCE/MACHINES RIDDEN ON PUBLIC HIGHWAY

(a) Insurance

The Organisers undertake to insure each rider, indemnifying him/her against any third party claims made arising out of the races or official practice, excluding claims by other riders, entrants, sponsors or mechanics.

Competitors who hold licences issued by the ACU or the SACU will be covered by Personal Accident insurance during official practice and racing, for the benefits detailed below. The cost of this Personal Accident insurance is included in the entry fee. Competitors holding licences issued by a FMN other than the ACU or SACU must submit a Starting Permission countersigned and stamped by the FMN which issued their licence. This must confirm that, during the meeting and the official practice, they are insured against the risk of personal accident in accordance with the FIM Sporting Code but with additional cover for Medical Treatment and Repatriation costs, as follows:-

- 35,000 US Dollars - Death
- 70,000 US Dollars - Temporary Partial Disablement
- 184,000 US Dollars - Medical Treatment
- 74,000 U S Dollars – Repatriation costs

Alternatively this cover may be purchased from the event Insurance Brokers in the Race Office at the Grandstand during signing on periods.

The entry fee for these riders will be £165 as the cost of their personal accident insurance will not be paid by the Club.

For ACU and SACU licence holders, the organisers will arrange personal accident cover for the following benefits:

- £10,000 GBP Death or permanent total disablement
- £20,000 GBP Loss of, or loss of the use of, one or more limbs or eyes

Increased insurance benefits can be arranged either in the Race Office at the Grandstand (during the MGP fortnight) or by application to:

Motor Sport Risk Services

Lockton International

19 Spring Gardens

Manchester M2 1FB

Tel: +44 (0) 161 828 3300

Fax: +44 (0) 161 828 3335

www.locktonmotorsports.com

E-mail: dawn.luby@uk.lockton.com

During the whole of the time the competing motorcycles are in the custody of the Club the motorcycles will be insured by the Club against damage by fire up to a maximum value of £25,000 per machine

(b) Machines on the Public Highway

The law of the Isle of Man provides that racing machines shall not be ridden on the public highway except:-

- (i) during a period commencing 3 hours before the start of any practice period or race period, from where the machine is kept to the start of the course; and
- (ii) during any practice period or race period on a journey between the place where it is kept and the start of the course or from a point on the course to the place where it is kept, or between points on the course; and
- (iii) for a 2 hour period after any practice period or race period from a point on the course to the place where it is kept

During these times, third party insurance must be effective, for the person riding the machine. Any rider reported as having driven his/her motorcycle in such a manner as to constitute a nuisance to the public may be disqualified or otherwise penalised. Third party insurance cover can be obtained from the Race Office. Machines used on the public roads outside these times must comply in every respect with Manx road traffic laws and race numbers **must not** be displayed.

9 SIGNING-ON/BRIEFING

(a) Signing-on

All riders must sign-on at the Press Office, The Grandstand between the following times:

FRIDAY 21 AUGUST 1300 – 1600 (All riders)

SATURDAY 22 AUGUST 0900 – 1000 (**Newcomers only** followed by course instruction)

1000 – 1100 (All other riders)

Competition licences, starting permission (**for non ACU/SACU licence holders**) and **TT Course licences detailed in Reg 6 (a)(1), plus leathers, helmets (with visor), boots, gloves, transponders and identification disc MUST be produced personally for examination.**

Local addresses and telephone numbers must be supplied. Any notices posted in the Race Office or sent by the Club to riders at such addresses shall be deemed to have been served.

All Race Office opening times will be displayed outside the Race Office.

A declaration must be signed by riders, confirming that they have not sustained any injury or consulted with a doctor regarding any injury or illness since the issue of their licences.

Each Newcomer will be required to wear a red waistcoat at all times during practice sessions. Non Newcomer Classic riders will be required to wear white waistcoats when practising. Waistcoats will be supplied by the Club during signing-on sessions. Replacements can be purchased at a cost of £5 each.

(b) Newcomers' Course Instruction

All Newcomers will be taken around the course by coach/minibuses on SATURDAY 22 AUGUST at approximately **1000 hrs** with an experienced instructor/s. **This is compulsory and failure to attend may result in disqualification.** *All Newcomers to attend the Newcomers briefing upon their return to the Grandstand.*

(c) Riders Briefings

All riders must attend a briefing prior to being permitted to commence practice. The briefings will take place in the Conference Suite adjacent to the Race Office at the following times:

Friday 21 August **1515 1630 1800**
Saturday 22 August **1145 (All riders except Newcomers) 1245 (Newcomers Only)**
Monday 24 August **1600**

All Newcomers must arrive, sign on, and take the Newcomers Course Instruction at 1000 hrs and attend the Newcomers briefing at 1245 hrs on Saturday 22 August or they may be excluded.

(d) Technical Briefings

A technical briefing for competitors and one mechanic per competitor will be held on Saturday 22 August, in the room adjacent to the Race Office at the following times:-

All riders except Classic 13.30 Classic riders 14.15
It is important that each rider is represented at this briefing.

(e) Newcomers' Pre-Race Briefing

A pre-race briefing will be held on SUNDAY 30 AUGUST at **1215** in the Stop Box/Pit Lane area if dry and Technical Inspections Bay if wet. **This is compulsory.**

10 TECHNICAL INSPECTIONS

(a) Number plates

Self-adhesive numbers and backgrounds will be supplied. However riders may use their own painted backgrounds but if they do so they **must** be matt and the following colours must be used following the RAL colour table:-

Black – 9005, Blue – 5010, Yellow – 1003, Red – 3020, White – 9010, Green 6002

Three numbers, placed and fixed as directed by the Club shall be displayed on the motorcycle during practice periods and races.

The colours for practice and race number plates will be as follows:

Newcomers	Red plates with White digits
Post Classic	Red plates with White digits
Classic Junior/Lightweight	White plates with Black digits
Classic Senior	Black plates with White digits
Junior	Blue plates with White digits
Lightweight/Ultra Lightweight	Green plates with White digits
Senior	Yellow plates with Black digits

Please also note:

Any rider entered in more than one race on the same machine using the same engine will practise on one colour plate only

a) Junior and Lightweight - practise on Junior plates (blue) - see example below in bold

b) Senior and Junior - practise on Junior plates (blue)

c) All Newcomers will practise on red plates throughout, except those in 2 or more classes on different machines

A rider who is entered in Lightweight & Junior on a 250 cc machine who has only one machine must practise on Junior plates (blue). However if he/she proves to the Chief Technical Officer that he/she actually has two identical 250 cc machines, he/she will also be issued with Lightweight plates (green).

(b) Pre Practice Technical Inspections

All machines bearing the correct number plates must pass through the Technical Inspections Bay for inspection/approval prior to practice, during the times listed. All riders must similarly pass through the Technical Inspections Bay with leathers, helmets, boots, gloves and identification discs prior to any practice. All helmets must have the official Technical Officers' sticker attached. Technical Inspections commence at the following times:-

Saturday 22 Aug	1600-1700 1630-1920 1730-2010	Newcomers including Classic & Post Classic Newcomers Senior, Junior, Lightweight (No Newcomers) Classic, Post Classic, Ultra Lightweight
Monday 24 Aug	1600-1910 1715-2010	Senior, Junior, Lightweight (No Newcomers) Classic, P/Classic, Ultra Lwt, Newcomers incl Classic & P/Classic Newcomers
Tuesday 25 Aug	1600-1910 1715-2010	Senior, Junior, Lightweight, Newcomers A Classic, Post Classic, Ultra Lightweight, Newcomers B
Wednesday 26 Aug	1600-1910 1715-2010	Senior, Junior, Lightweight, Newcomers A Classic, Post Classic, Ultra Lightweight, Newcomers B
Thursday 27 Aug	1600-1910 1715-2010	Senior, Junior, Lightweight, Newcomers A Classic, Post Classic, Ultra Lightweight, Newcomers B
Friday 28 Aug	1600-1910 1715-2010	Classic, Post Classic, Ultra Lightweight, Newcomers B Senior, Junior, Lightweight, Newcomers A
Saturday 29 Aug	1600-1910 1715-2010	Classic, Post Classic, Ultra Lightweight, Newcomers B Senior, Junior, Lightweight, Newcomers A
Monday 31 Aug*	1000-1130	All Classes except Newcomers, Post Classic & Jun/Lwt Classic
Wed 2 Sept*	1000-1130	Senior, Lightweight, Ultra Lightweight

* subject to race delays

(c) Pre-Race Technical Inspections

Motorcycles must be presented for pre-race Technical Inspections at the Technical Inspections Bay on each race day for all riders racing on that day at the following times, which must be strictly adhered to.

All Classes

Nos	81 upwards	0800-0830
Nos	41 – 80	0830-0900
Nos	1 - 40	0900-0930

Any application for extension must be made during the times stated above

NB - Riders need not necessarily present their motorcycles personally but must report personally wearing their protective clothing, helmets, visors, boots, gloves and identification discs not less than one hour before the scheduled start time of the race. Non-compliance with this regulation renders the riders liable to disqualification.

All competing motorcycles must be presented in all respects ready for the race with stands. The Chief Technical Officer or his Deputy may exceptionally grant extensions to ensure that a machine is properly prepared.

Motorcycles must, therefore, be presented for Technical Inspections, ready in all respects, for the start of the race, including fuel. The motorcycles will remain in the custody of the Club, after presentation, until 45 minutes before the start.

Riders and attendants shall leave the holding area immediately after their motorcycles have been placed there after Technical Inspections and should note that except by leave of the Club's Technical Officers they cannot have access to their machines after the pre-race Technical Inspections until 45 minutes before the start.

No one other than riders, pit attendants and the officials can be admitted to the Technical Inspections Area and holding area.

(d) Post Race Examination

Every competing motorcycle must be placed in the finishing enclosure where it will be held for as long as may be required. Motorcycles must be collected immediately following an official announcement that they have been released, after which the Club disclaims any responsibility for motorcycles not collected. No responsibility is accepted for equipment at any time.

Motorcycles may be examined at the end of the race by the Club's Technical Officers and may be sealed by the Club's Technical Officers for later examination. Every rider shall dismantle, or cause to be dismantled at his/her own expense such parts of his motorcycle as the Clerk of the Course may require for the purposes of such examination, at such time and place as the Chief Technical Officer shall require. No rider shall be deemed to have finished a race or to have set up or broken a lap record or to have accomplished the fastest lap in a race until his/her motor-cycle has been examined if so required, and passed.

(e) General

Helmets and visors, leathers, boots, gloves, identification discs and motorcycles must be produced personally by each rider for re-examination if a rider falls off his/her machine or at any time if required by the Chief Technical Officer. Riders shall remove fairings from their machines if required by the Chief Technical Officer.

(f) Change of Motorcycle

An entrant wishing to change the make or type of motorcycle, after entries have closed, must apply to the Race Office for approval by the Clerk of the Course, not later than 24 hours before the scheduled start time of the race. The rider must have qualified on the make, type and capacity of the machine to be raced. The rider must have completed 1 practice lap on the machine to be raced. **No change of class will be permitted after Tuesday 25 August.**

NOTE: For the purpose of these regulations, make of machine will be determined by the make of the engine and the make of the engine must be declared at the time of registration.

(g) Fuel

Fuel for all practices and races must be one of the following and comply with the general specifications listed in Table 1. Furthermore, only the specified fuel type is permitted for use in classes or engine types as given in Table 2.

Table 1. Fuel type general specifications.

Property	Max Lead Mg/l	MAX RON	MAX MON	Oxygen% m/m	Benzene% v/v
Unleaded petrol	5	102	90	2.7	1.0
Leaded petrol	150	102	90	2.7	1.0
Avgas 100 LL	560	----	102	2.7	5.0

Values in this table are taken from the FIM/ACU regulations and are applied to the fuel types as indicated. For a full specification refer to the FIM regulations for fuel. Alternatives to Avgas 100LL are NOT permitted.

Table 2. Motor-cycle classes and engine types with permitted fuel for use.

	Classics – all classes inc. 2 stroke Classics	Any other 2 stroke	Up to 1000cc 4 strokes other than Classics
Unleaded petrol	YES	YES	YES
Leaded petrol	YES	YES	NO
Avgas 100LL	YES	YES	NO

Where a competitor is using other than Isle of Man sourced pump fuel he/she MUST provide a specification sheet for that fuel when requested by the Chief Technical Officer.

These regulations strictly prohibit the use of 'Bluegas', power boosters, octane boosters and the like. No additions are allowed to the fuel with the exception of water or standard lubricants sold to the public. The responsibility for providing fuel for practice and races will be the competitor's. It is also the competitor's responsibility to ensure that his allocated filler, which will be provided, operates correctly. Any fuel left in fillers will be drained and removed, however it is the competitor's responsibility to check that his filler has been drained prior to adding his own fuel. The use of other quick-filling equipment will not be allowed.

The Steam Packet Company has stated that fuel may only be carried in the tanks of machines, cans/barrels will not be allowed. Spot checks will be carried out and anyone found in contravention of this ruling will not be permitted passage to the Island.

In the practice or races, no fuel shall be carried on the motorcycle other than in the tank securely fitted to the motorcycle for the purpose.

The Club reserves the right at any time before, during or immediately after practising or racing to take samples of the fuels used.

During practice periods riders can only refuel in the holding area to the north side of the Technical Inspection Bays, engines must be stopped.

Competitors must supply information at signing on regarding the quantity and location of fuel stored outside the Grandstand. This information will be supplied to the Isle of Man Fire Service.

(h) Fuel Tanks/Capacities

In the interest of safety, the use of ready fuelled replacement tanks in the pit WILL NOT be permitted.

Replacement tanks are permitted but must be empty and may only be filled when securely attached to the machine. Refuelling during the progress of any race must be carried out at the competitors designated pit. It is forbidden to open tank filler caps until the machine is stationary at its allotted pit and the engine is switched off. Penalty may be disqualification.

The maximum permitted tank size is 24 litres.

The use of temporary filling material to reduce the capacity of the tank is forbidden.

11 FLAG SIGNALS.

The following flag signals may be used during practice or a race, and must be immediately obeyed.

NATIONAL FLAG - start

RED (waved) - immediate stop, all riders. Pull in where safe. Await marshals' directions.

BLACK WITH ORANGE DISC - with rider's number - that rider to stop immediately due to mechanical problems.

YELLOW (motionless) - danger ahead, slow down, no overtaking.

YELLOW (waved) - danger more imminent- slow down - be prepared to stop - no overtaking.

YELLOW AND RED STRIPED – track adhesion affected by reason other than rain

WHITE WITH BLACK "V" – bad visibility warning.

WHITE WITH BLACK "SUN" or "S" - sun dazzle.

WHITE - there is a slow moving intervention vehicle on the track. **Riders may not overtake other riders but may overtake the intervention vehicle.**

GREEN – course clear.

CHEQUERED - individual finish .

12 PRACTICE

(a) General

Practice on the Course, which will be closed to the public, will be regulated and supervised by the Club and will be allowed ONLY from the 22 August at the times specified. The practice schedule may be altered by the Clerk of the Course due to circumstances or force majeure.

During any practice period, the Clerk of the Course or his deputy may decide to flag off riders between Governor's Bridge and the finishing line, in which case the foreshortened lap and the time recorded at the flagging off point will be counted towards qualification for the races.

The end of each practice session will be notified by the showing of yellow, chequered and red flags, as detailed at the riders briefing.

All riders will slow down and leave the course as directed, where a red flag is shown.

Fire retardant overalls must be worn by all mechanics/assistants in the warm-up area. Footwear worn by attendants must adequately protect the foot and not contain any studs, steel tips or anything likely to cause a spark.

(b) Practice Periods

Saturday 22 Aug	1820-1845 1845-1920 1925-2010	Newcomers incl Classic & P/Classic Newcomers (Speed Controlled) Senior, Junior, Lightweight (No Newcomers) Classic, P/Classic, Ultra Lwt, Newcomers incl Classic & P/Classic Newcomers
Monday 24 Aug	1820-1910 1915-2010	Senior, Junior, Lightweight (No Newcomers) Classic, P/Classic, Ultra Lwt, Newcomers incl Classic & P/Classic Newcomers

Tuesday 25 Aug	1820-1910 1915-2010	Senior, Junior, Lightweight, Newcomers A Classic, P/Classic, Ultra Lightweight, Newcomers B
Wednesday 26 Aug	1820-1910 1915-2010	Senior, Junior, Lightweight, Newcomers A Classic, P/Classic, Ultra Lightweight, Newcomers B
Thursday 27 Aug	1820-1910 1915-2010	Senior, Junior, Lightweight, Newcomers A Classic, P/Classic, Ultra Lightweight, Newcomers B
Friday 28 Aug	1820-1910 1915-2010	Classic, P/Classic, Ultra Lightweight, Newcomers B Senior, Junior, Lightweight, Newcomers A
Saturday 29 Aug	1820-1910 1915-2010	Classic, P/Classic, Ultra Lightweight, Newcomers B Senior, Junior, Lightweight, Newcomers A
Monday 31 August	1515-1620	All Classes except Newcomers, Post Classic & Jun/Lwt Classic
Wednesday 2 Sept	1515-1525	Senior, Lightweight, Ultra Lightweight (1 lap)

The above times are subject to alteration due to circumstances or force majeure.

Please note

Motorcycles raced in the Newcomers race **may not** be used in the Monday 31 August practice session.
Motorcycles raced in the Junior race **may not** be used in the Wednesday 2 September one-lap practice session.

Applications to practice out of session **will not** be considered unless in exceptional circumstances.

13 QUALIFICATION

To start a race, a newcomer to the TT Course, qualifying for the first time must complete a total of at least 6 laps, including a speed controlled lap. Newcomers **must** have signed on, attended the Newcomers briefing and the Course Instruction on Saturday 22 August and commenced practice, including completion of a speed controlled lap and should have completed 3 laps on or before Wednesday 26 August, or they may be disqualified.

Unless the Clerk of the Course has given permission otherwise

1. All riders must have signed on and commenced practice on or before Wednesday 26 August.
2. Riders who have qualified to start in any previous race on the Mountain Circuit (TT or MGP) shall be required to complete a minimum of 5 laps.
3. A minimum of 2 laps (3 laps in the case of newcomers) must be completed on each machine entered, one of which must be within the qualifying time.

Please note: The Monday 31 August and Wednesday 2 September practice periods **will** be timed and can be counted towards qualification.

In every case all qualifying laps must be completed on the motorcycle to be ridden in the race or on a machine of the same make and capacity, one of which must be within the qualifying time for the particular race.

A rider who is entered in more than one race may qualify on time in one race, to start on the same machine in a subsequent race.

Qualifying Times

Senior	23 mins (98.42 mph)	Classic Senior	27 mins (83.84 mph)
Junior	23 mins (98.42 mph)	Classic Junior	28 mins (80.85 mph)
Lightweight	24 mins (94.42 mph)	Classic Lightweight	29 mins (78.06 mph)
Ultra Lightweight	25 mins (90.55 mph)	Post Classic	27 mins (83.84 mph)
Newcomer A	25 mins (90.55 mph)		
Newcomer B	27 mins (83.84 mph)		

A list of non-qualifiers will be posted in the Race Office at 09.30 on SUNDAY 30 AUGUST (see Reg 16).

14 CHANGE OF NUMBER

No applications for a change of number will be accepted. This means no rider will be permitted to fill in the 'Application to the Clerk of the Course' form requesting a change of number. The Clerk of the Course does however reserve the right to make a change of number when an application for a change of rider is approved or when other circumstances dictate that it is desirable to do so.

Applications for changes of machines and/or riders deemed, by the Clerk of the Course, to have as their object a change of number, will be refused.

15 RACE PROCEDURE

(a) Start Preliminaries

First Signal - 45 minutes before start.

Competitors take possession of machines in assembly area. Engines may be started for warm up period. Petrol and oil tanks may be topped up and adjustments made.

Second Signal - 30 minutes before start.

Third Signal – 15 minutes before start

Competitors marshalled to starting grid and lined up in order. Riders on the grid may at this stage make adjustments to the motorcycle or change tyres to suit the course conditions. Tyre warmers may be used on the grid, powered by a generator. Only one generator per machine may be used. The generator must be of the "hand carried" type and have a maximum output capacity of one kilowatt. The noise limit of the generator is 65 dB/A. No batteries or other electrical supplies are permitted on the grid except a self-contained starting device may be used. All adjustments and changes of tyres/wheels must be completed by the fourth signal.

Fourth Signal - 5 minutes before start.

Stand to, clear grid on the Instructions of officials. Engines must be running. Exit gate from warm-up/assembly area to start line will close.

In exceptional circumstances, the start of any race may be officially delayed or a race may be reduced in number of laps or, if necessary, postponed until the following day or another designated day, abandoned or cancelled. Riders will be started at intervals of 10 seconds in pairs in each race or at such other intervals as the Club may determine; the regular intervals will be allowed for any non-starter and for no 13 (not allocated).

Riders will not start until the starting flag is dropped. Clutch or push starts will be permitted in all races. There will be an interval between classes in the Classic Junior/Lightweight, Lightweight/Ultra Lightweight and Newcomer races. The start order will be decided at the discretion of the Club taking previous experience into account.

Any rider who starts before the starting flag is dropped, or who fails to start immediately the starting flag is dropped may be penalised.

A rider who is not in position to start within 10 seconds of the scheduled starting time may only start 10 seconds after the last competitor is scheduled to start. His/her starting time may be adjusted to coincide with the new starting position (normal interval times will be observed).

Only during the start procedure is a competitor permitted to stop on the course adjacent to his pit. At all other times a rider must use the pit access road and stop in front of his designated pit.

Fire retardant overalls must be worn by all mechanics/assistants at all times in the warm-up area and pit lane. Footwear worn by attendants must adequately protect the foot and not contain any studs, steel tips or anything likely to cause a spark.

(b) Pit Area and Pit Stops

(1) Pit Area

The Pit Area is a Licensed Petroleum Storage Area under the Isle of Man Dangerous Goods Act and as such the following conditions apply:-

- There must be **NO SMOKING** or naked lights. Engines must be stopped whilst being refuelled. Any electrical equipment used or taken within 14ft of refuelling equipment must be either intrinsically safe or

flame-proofed. This includes two-way radios, transistor radios, cellular telephones, cameras using electronic flash or motor drive and power tools. Spare batteries must be protected to prevent shorting

across the terminals. Manx Radio earpieces are permitted. **Please note** that simply wrapping electrical equipment does not make it intrinsically safe and therefore no such equipment including electrically powered tools will be permitted in the pit area.

- Petrol cans used for filling and draining must be metal or BSI approved. Spare tanks in pits must be empty.
- Filling or refuelling of quick-fillers can be done **only** between one hour and 30 minutes before the scheduled start time of the race and after the fire service have arrived. Fire retardant overalls must be worn when filling or refueling tanks.
- When quick-fillers are being filled or drained, only those persons immediately involved and race officials are permitted in the pit area.
- Quick-fillers must be drained when the pit lane is closed towards the end of the race. Any fuel not removed will become the property of the Club. Fire retardant overalls must be worn when draining fuel tanks.
- Unused fuel or empty drums which have contained fuel must not be carried beneath the Grandstand but may be taken across the pit lane **only** at the start line end.

(2) Attendants

Each rider is permitted up to three attendants.

Riders must make their own arrangements for their supplies, including fuel, and for their pit attendants.

Every rider is responsible for ensuring that his pit attendants comply with official instructions and regulations and particularly the following rules:-

- Only at his/her pit may the rider get assistance or replenishment. Giving instructions to riders by signal or by word of mouth will not be regarded as assistance within the meaning of this regulation.
- Only the riders own attendants may assist him/her.
- Only when the machine is at or approaching the pit may the attendants get out of the pit to help the rider. They may not go beyond the safety line ie first line in front of pits.
- The attendants may make any adjustments, replacements or repairs and may replenish the motorcycle and hand out food or drink to the rider but must not use any parts, supplies or tools, other than spare wheels and tyres, except those previously lodged in his/her pit.
- One or two attendants may help the rider to restart.
- The use of purpose-made front wheel paddock stands designed to support unaided the front of the motorcycle during refuelling is permitted. The use of ramps or other means to elevate the front of motorcycles during refuelling is forbidden.
- Pit attendants are strictly forbidden to sit or stand on refuelling gantries.
- Pit Attendants must wear fire retardant overalls and suitable footwear at all times in the pit lane and warm up area.
- Footwear worn by attendants must adequately protect the foot and not contain any studs, steel tips or anything likely to cause a spark.
- **Crossing of the pit lane will be permitted only in the area of the stop box and the pit lane crossing point will be closed during pit stops.** Equipment may not be removed from pits until the end of the race except under official supervision.
- The use of signalling boards by riders' assistants is permitted but such boards must not exceed 24 ins x 24 ins in size, to which a handle projecting not more than 24 ins from the board may be attached.
- One attendant must remain in the pit at all times to receive messages.

(4) Pit Stops during races

With the exception of a rider having difficulty at the start of a race only, all pit stops will be made in the pit lane between the pits and the Grandstand. Before proceeding to their pits all riders must stop at the entrance to the pit lane and place one foot on the ground. The stopping point is indicated by the word **STOP**, painted in a box at the entrance to the pit lane. If a rider fails to stop he/she will receive a penalty of a minimum of 10 seconds. (**NB** A rider who enters the pit lane at a speed that constitutes a danger will be disqualified from the race). If a rider stops but any part of his machine is beyond the pit end line of the Stop Box he/she will receive a penalty of 5 seconds. One or more Stop Box judges will be appointed for the purpose of judging compliance with this requirement. Any such Judge will be deemed to be a Line Judge within the meaning of

National Sporting Code Article 6.09 and no protest or appeal may be made against his decisions. After stopping, riders must then proceed with caution to their pits, giving right of way to any riders leaving the pits.

The lifting of the front wheel of a motorcycle for the purpose of showmanship (whether in the pit lane or on the course and whether in practice or in a race) may be deemed to be dangerous riding and may result in disqualification.

(c) Finish of a race

Riders who have completed the designated number of laps for the race will be shown a chequered flag by an official standing at the finish line, at track level. Riders who cross the finish line without completing the designated number of laps but after the leading rider on the road has been shown the chequered flag will be permitted to proceed on a further lap but after a race has been won and where in the opinion of the Clerk of the Course it is no longer possible to qualify for a replica, he will order **all** competitors to stop as each crosses the finishing line, irrespective of the number of laps completed. Red lights will then be shown prior to the return road gate and a marshal showing a red flag will stand at the return road gate. To be counted as a finisher in the race and to be included in the race results a rider must complete the full designated number of laps for the race and cross the finish line within a time decided by the Clerk of the Course. The rider must be in contact with his/her machine.

(c) Stopping a Race

A race will not be stopped prematurely unless the Clerk of the Course deems it necessary, but if so stopped before the leading competitor has completed half of the total race distance, the race will be declared abandoned. The finishing positions in an abandoned race will be ignored for the purpose of classification of the race result.

A race stopped after the leading competitor has completed half of the scheduled race distance will be deemed to have been completed. The Clerk of the Course reserves the right to postpone or abandon any or all of the races if he considers it necessary.

The Clerk of the Course or the Stewards may, notwithstanding the previous paragraphs, declare a result of any race based on such assessment as they think appropriate and, in doing so, may apply Section 10 of the ACU Standing Regulations for Road Racing to such extent (if any) as they think appropriate in the circumstances.

In the event of the Clerk of the Course stopping a race prematurely due to 'force majeure' circumstances, waved red flags will be displayed at various points on the Course on the instructions of the Clerk of the Course or his Deputy. Stationary yellow flags will be displayed at intermediate marshals' posts. In the event of the Clerk of the Course shortening (as opposed to stopping) a race, this decision may be given to all riders at various points on the course. In these circumstances the chequered flag will be displayed at the start/finish line.

16 PROTESTS AND APPEALS

Protest and appeals must be made in accordance with the National Sporting Code of the ACU and accompanied by a fee of **£50**.

Non qualifiers - a list of non-qualifiers will be posted in the Race Office at 09.30 on SUNDAY 30 AUGUST. Any applications to the Clerk of the Course to be permitted to start must be made by 10.00, after which any non-qualifiers will be disqualified.

Any appeals against the decision of the Clerk of the Course on such applications must be made within 30 minutes of the decision of the Clerk of the Course being posted. Subject to such applications and any appeals and subject also to riders qualifying on time in a race to start on the same motorcycle in a subsequent race, the list will be final.

17 GARLANDING CEREMONY

Riders finishing 1st, 2nd and 3rd in each race will be required to take part in a short ceremony to be held in front of the Grandstand to acclaim and garland the winners. This ceremony will take place approximately 10 minutes after the third placed competitor has entered the winners' enclosure.

18 AWARDS

- **THE MANX GRAND PRIX TROPHY**
donated by A B Crookall to the winner of the Senior race.
- **THE JUNIOR MANX GRAND PRIX TROPHY**
donated in memory of Douglas Pirie to the winner of the Junior race.
- **THE LIGHTWEIGHT MANX GRAND PRIX TROPHY**
donated by Motor Cycle to the winner of the Lightweight race.
- **THE ULTRA LIGHTWEIGHT MANX GRAND PRIX TROPHY**
donated in memory of Albert Moule to the winner of the Ultra Lightweight race.
- **THE FRANCIS BEART TROPHY** to the winner of the Classic Senior race.
- **THE HAROLD ROWELL CUP** to the winner of the Classic Junior race.
- **THE HARDING CUP** to the winner of the Classic Lightweight race.
- **THE AITCHESON TROPHY** to the winner of Class A of the Newcomers race.
- **THE BRADDAN BRIDGE TROPHY** to the winner of Class B of the Newcomers race.
- **THE PHINIK TROPHY** to the winner of Class (i) of the Post Classic race.
- **THE EWAN HAMILTON TROPHY** to the winner of Class (ii) of the Post Classic race.
- **THE LORD WAKEFIELD CUP** to the rider making the best overall performance in the opinion of the Club Committee in the Junior and Senior Manx Grand Prix races who is not a winner of either race
- **THE LADY HILL ROSE BOWL** to the rider who is a local resident making the most meritorious performance in the opinion of the Club Committee during the Senior Manx Grand Prix race.
- **THE YORK TROPHY** to the rider who is a local resident making the most meritorious performance in the opinion of the Club Committee during the Junior Manx Grand Prix race.
- **THE RAY COWLES TROPHY** to the rider in any Manx Grand Prix race (but excluding the Newcomers Race) who in the opinion of the Club Committee make the best performance on a 4 stroke machine of British manufacture
- **THE GWEN CRELLIN COMMEMORATIVE TROPHY** to the rider making the best overall performance in the opinion of the Club Committee in the Senior, Junior/Lightweight Classic Prix races who is not a winner of either race
- **THE DICK LINTON TROPHY** to the rider who is a newcomer making the most meritorious performance in the opinion of the Club Committee during a Classic race.
- **THE WALLACE CUP** to the rider who is a local resident making the most meritorious performance in the opinion of the Club Committee during the Newcomers race.
- **THE NAYLOR TROPHY** the rider making the fastest race time on a 4 stroke twin cylinder machine having an engine and frame of British manufacture in the Classic Senior race.
- **THE LESLEY ANNE TROPHY** to the female rider making the most meritorious performance in the opinion of the Club Committee.
- **THE CROMIE McCANDLESS TROPHY** to the rider who is an Irish resident making the most meritorious performance in the opinion of the Club Committee during the Manx Grand Prix races.
- **THE NORRIE WHYTE TROPHY** to the rider who is a Scottish resident making the most meritorious performance in the opinion of the Club Committee during the Manx Grand Prix races

- **THE SEYMOUR TROPHY** to the rider who is a National of a European country outside the British Isles making the most meritorious performance in the opinion of the Club Committee.
- **THE MARTIN SMITH TROPHY** to the rider who is a newcomer making the most meritorious performance in the opinion of the Club Committee during the Senior race.
- **THE ALAN HAMPTON TROPHY** to the rider who is a newcomer making the most meritorious performance in the opinion of the Club Committee during the Junior race.
- **THE DAVE CORLETT TROPHY** to the rider who is a newcomer making the most meritorious performance in the opinion of the Club Committee during the Lightweight race.
- **THE PHILIP HAYHURST TROPHY** to the rider who is a newcomer making the most meritorious performance in the opinion of the Club Committee during the Ultra Lightweight race.
- **THE ENNETT TROPHY** to the rider who is a newcomer making the most meritorious performance in the opinion of the Club Committee during the Post Classic race.
- **THE HOGG TROPHY** to the rider who is a local resident making the fastest lap during the Manx Grand Prix.
- **THE FRED WALMSLEY TROPHY** to the rider of the highest placed single cylinder machine in the Classic Senior race.
- **THE GEOFF CANNELL TROPHY** to the rider of the highest placed single cylinder machine in the Classic Junior race.
- **A MEDAL will be presented** to the rider of the highest placed 125 cc machine in the Ultra Lightweight race
- **A MEDAL** will be presented to the rider of the highest placed 250 cc machine in the Junior race.
- **THE GJA BROWN CLUB TEAM TROPHY** to the Club having the winning team in the Senior race.
- **THE JW DAVIE CLUB TEAM TROPHY** to the Club having the winning team in the Junior race.
- **THE BILLS/HARDING CLUB TEAM TROPHY** to the Club having the winning team in the Lightweight race.
- **THE CASTLE HILL CUP** to the Club having the winning team in the Ultra Lightweight race.
- **THE GWEN CRELLIN TROPHY** to the Club having the winning team in the Classic Senior race.
- **THE MANX TELECOM TROPHY** to the Club having the winning team in the Classic Junior race.
- **THE BILL JACKSON SHIELD to the Club having the winning team in the Classic Lightweight.**
- **THE PADGETT TROPHY** to the Club having the winning team in the Newcomers race.
- **THE DICKIE DALE TROPHY** to the rider making the fastest lap in the Senior race.
- **THE G D HANSON TROPHY** to the rider making the fastest lap in the Junior race.
- **THE FREDDIE FRITH TROPHY** to the rider making the fastest lap in the Lightweight race.
- **THE PAM CANNELL TROPHY** to the rider making the fastest lap in the Ultra Lightweight race.
- **THE MILNE SHIELD** to the rider making the fastest lap in the Classic Senior race.
- **THE MULARNEY TROPHY** to the rider making the fastest lap in the Classic Junior race.
- **THE ARTHUR WHEELER TROPHY** to the rider making the fastest lap in the Classic Lightweight race.

- **THE PAUL BLADON TROPHY** to the rider making the fastest lap in Class (i) of the Post Classic race.
- **THE GEORGE RIDGEON TROPHY** to the rider making the fastest lap in Class (ii) of the Post Classic race.
- **THE DUNCAN MUIR AND VAL CONATY TROPHY** to the rider making the fastest lap in Class A of the Newcomers Race
- **THE JEFFERIES TROPHY** to the rider making the fastest lap in Class B of the Newcomers race.
- **THE SEAN JACKSON AWARD** to the rider making the fastest lap in Class C of the Newcomers race.

Please note - The above awards (except medals for the highest placed 125 cc in the Ultra Lightweight and 250 cc in the Junior races) will remain in the custody of the Club after the presentation.

Replicas will be awarded to those riders who finish within 11/10^{ths} of the time taken by the respective winners or class winners except for Race1b where replicas will be awarded to the first three finishers in both the 4 stroke and 2 stroke classes. Each member of the winning team and the rider putting up the fastest lap in each of the races will receive an award. Medals will be presented to the winners of fastest lap trophies and other special awards. Finishers' medals will be awarded to riders who complete any race in compliance with the regulations but fail to qualify for any of the premier awards or replicas.

Club teams in each case shall consist of 3 members of a bona fide club affiliated to the ACU, SACU, MCUI or another national federation nominated by or on behalf of such club, on the form obtainable from the Race Office. The completed form should be lodged at the Race Office no later than 12 noon on the day preceding the race day with an entry fee of £15.00. Any application for changes must be lodged with the Race Office no later than 12 noon on the day preceding the race. In the case of a postponement of a race to another day, one or more riders may be substituted not later than 1700 hours on the day preceding the day to which the race is postponed. The winning club team will be decided on an aggregate basis. A club may enter more than one team but no rider shall be nominated for more than one team in any race. See ACU National Sporting Code as to eligibility for Club membership.

Please note

It is a condition of receiving any award that the winner/s of the award shall attend to receive the award unless excused by the Club for a good reason.

AWARD PRESENTATIONS

Details of the dates and venue will be included in Final Instructions.

19 TRANSPONDERS AND AUTOMATIC TIMING

All practices and races will be officially timed using a transponder based automatic timing system.

It is the responsibility of each competitor to provide and properly fit a transponder, a fully charged AMB Tranx 260 or a directly compatible equivalent, at his/her own expense. A separate transponder must be provided for each machine entered.

The identification number(s) of the transponder(s) must be the same as the identification number(s) on the entry form for that machine and class. No additional Transponder/lap recorder device is permitted on the machine during practice or races. Any change to transponder identification must be approved by the Clerk of the Course at least one hour before the start of practice or race. **See also Appendix I.**

20 ON-BOARD CAMERAS AND GLOBAL POSITIONING SYSTEMS

Only riders authorised by the Clerk of the Course will be permitted to film from on-board cameras, or to carry GPS on their machines.

Applications must be made on the official 'Application to the Clerk of the Course' form. Where such approval is granted, the installation of a camera or GPS and associated equipment is further subject to approval of the Chief Technical Officer.

21 MOBILE PHONES

The carrying and use of mobile phones in the Technical Inspections bays, the holding area and the pits is strictly forbidden unless the device is intrinsically safe.

22 Paddock

- a) No person will be allowed to set up a mobile home or tent in the Paddock unless they hold a Camping Permit issued by the Manx Motor Cycle Club. This permit must be obtained **before** departure for the Isle of Man.
- b) All competitors and their associated persons must at all times comply with all the Health and Safety requirements applicable in the Paddock and displayed on the Office Notice Board.
Dogs will be permitted in the MGP grandstand area, including the paddock and Campsite, only if kept on a lead at all times.
- c) **Important Safety Notice**
The riding of mini-bikes and paddock bikes on the MGP Grandstand area, including the paddock and Campsite, by juveniles or non-working/non-competing persons is **forbidden**. A breach of this Regulation may result in the associated competitor's entry being disqualified.

23 VEHICLE RECOVERY SERVICE

A recovery service will operate throughout the practices and races. Any machines collected will be returned to the Technical Inspections Bay. The Club does not accept any responsibility for any damage to any machine.

24 ACCEPTANCE OF RECORDS

Entrants and riders must accept the official records of the Club which may be published as the Club thinks fit and also agree not to publish or allow to be published, on their behalf, any inaccurate, misleading or premature advertisement in connection with these races.

25 BREACH OF REGULATIONS

The Clerk of the Course is empowered to impose penalties of a reprimand and/or fine, or disqualification, for breach of these regulations where no other penalty is specified. Any rider not complying with instructions of an official of the meeting may be penalised.

26 INDEMNIFICATION OF THE CLUB

It is one of the conditions upon which entries are accepted for these races that the Club will not be responsible for any damage that may be done to any competing motorcycle or to its accessories during the meeting, either by fire, accident or otherwise, nor for the theft of the motorcycle or any of its accessories except as provided by Regulation 8.

27 JURISDICTION

Each entry, if accepted, will form a contract between the Club and the entrant/rider, which will be governed by and construed in all respects in accordance with Isle of Man Law. Each of the parties irrevocably submits to the jurisdiction of the Isle of Man Courts in respect of any legal action or proceedings arising out of the contract or the participation of the entrant/rider in the meeting.

28 USEFUL CONTACTS

Isle of Man Department of Tourism & Leisure
Welcome Centre
Sea Terminal
Douglas
Isle of Man, IM1 2RG
Tel: +44 (0) 1624 686766
Fax: +44 (0) 1624 627443
E-mail: tourism@gov.im

IOM Vintage Motor Cycle Club
The Old Vicarage
Main Road
Kirk Michael
Isle of Man
Tel: +44 (0) 1624 878242
Email: tonyeast@manx.net

Isle of Man Steam Packet Co Ltd
P O Box 5
Douglas
Isle of Man
Tel: +44 (0) 1624 661661
Fax: +44 (0) 1624 645608
E-mail: res@steam-packet.com

Isle of Man MGP Press Office
The Grandstand
Glencrutchery Road, Douglas
Isle of Man
Tel: +44 (0) 1624 644622
Fax: +44 (0) 1624 644642
E Mail : mgp@manx.net

Motor Sport Risk Services
Lockton International
19 Spring Gardens
Manchester M2 1FB
Tel: +44 (0) 161 828 3300
Fax: +44 (0) 161 828 3335
www.locktonmotorsport.com
E-mail:dawn.luby@uk.lockton.com

ACU Road Race Department,
ACU House
Wood Street
Rugby, CV21 2YX
Tel: +44 (0) 1788 566400
Fax: +44 (0) 1788 573585
E-mail: rr@acu.org.uk

Trading Standards Division (Isle of Man)
Office of Fair Trading
Lord St, Douglas
Isle of Man
Tel: + 44 (0) 1624 686520
Fax: + 44 (0) 1624 686504

AMB TranX Transponders available from:
Sports Timing Services
Unit 9, Dalewood Road
Lymedale Business Park
Newcastle under Lyme, Staffs, ST5 9QH
Tel: + 44 (0) 8700 110686 Fax: + 44 (0) 1782 563380
Email: info@sportstiming.com
Website: www.sportstiming.com

APPENDIX I - APPLICABLE TO ALL MACHINES

1 TYRES

Owing to variations in weather conditions which can occur on the TT Course and in the interests of safety, only tyres having a moulded tread pattern will be permitted. No additional cutting of moulded tyres will be permitted. No slicks, cut or uncut, will be allowed. **Metal valve caps (not extractor type) must be fitted. Valves must be of the short stub stem type.**

2 OIL FILTERS

All spin-off oil filters must be jubilee clipped and wire locked.

3 WHEEL NUTS & SPINDLES

All wheel nuts and spindles must be wire locked.

4 BRAKE CALIPERS

Where the brake pad pin is retained by one fastener, a secondary fixing is required.

5 PREPARATION

Must be in accordance with the ACU Standing Regulations and these Supplementary Regulations. The Club reserves the right to refuse any entry or to forbid the use of any particular machine which the Club considers inappropriate for racing on the TT course, or otherwise not to be in the spirit of this event. All machines must be prepared to a high standard of cosmetic appearance. Untidy machines will not be permitted to start in any event.

6 COOLANTS

No liquid engine coolants, other than lubricating oil or water should be used. This is because oil based substances can be dangerous if spilt on the road.

7 Bore and stroke must be clearly marked on the motorcycle.

8 All exhaust springs including those to the cylinder head must also be held by wire to ensure that the springs remain on the machine in the event of spring failure.

9 OIL CONTAINMENT

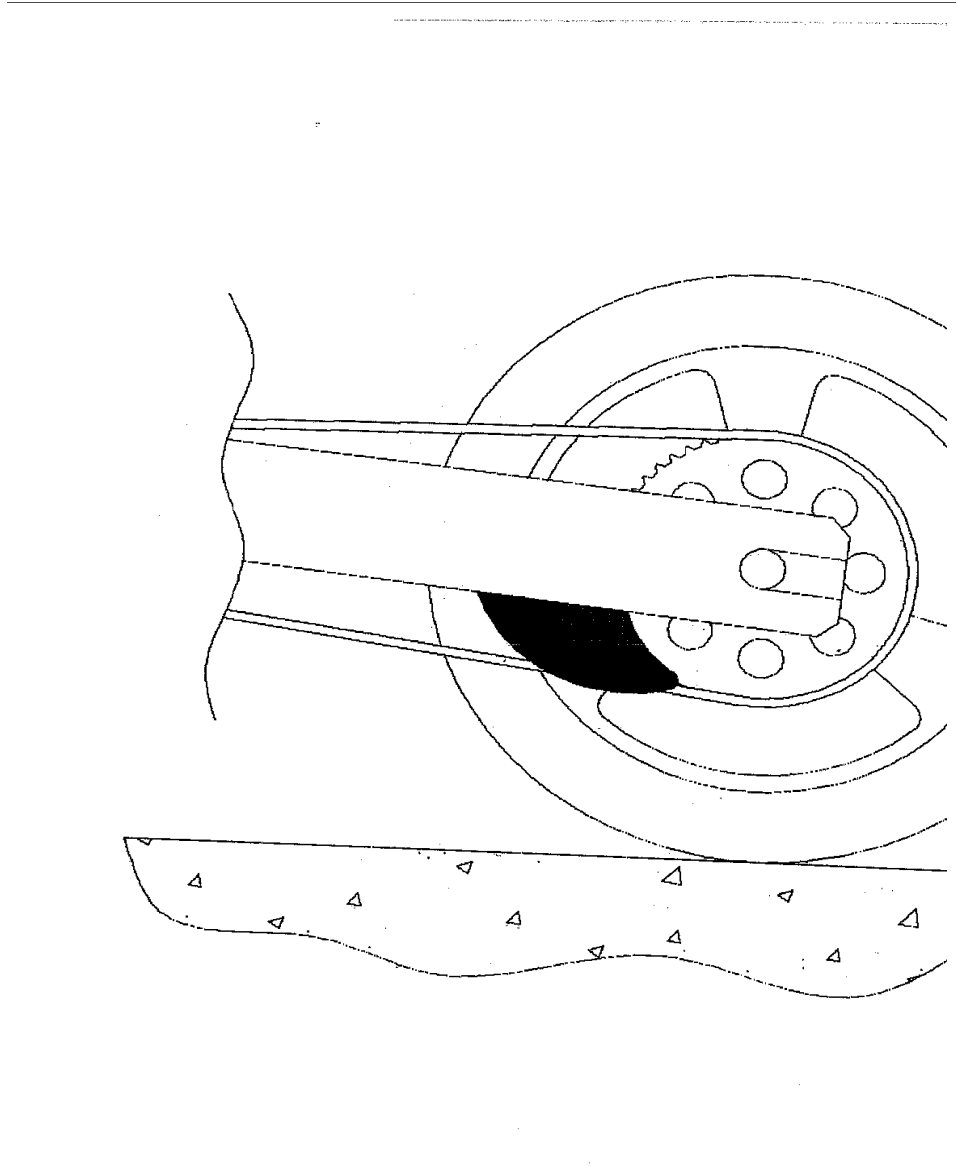
In the interests of safety Standing Regulations **will** be enforced.

10 CHAIN GUARDS

A chain guard must be fitted in such a way as to cover the point where the chain runs onto the rear sprocket and irrespective of wherever the rear wheel is positioned to maintain correct chain tension. The guard must be made of substantial material and must be securely mounted to the swinging arm so that it cannot rotate and come into contact with the chain or sprocket.

SEE DIAGRAM OVERLEAF

FITTING OF CHAIN GUARD



11 TRANSPONDERS

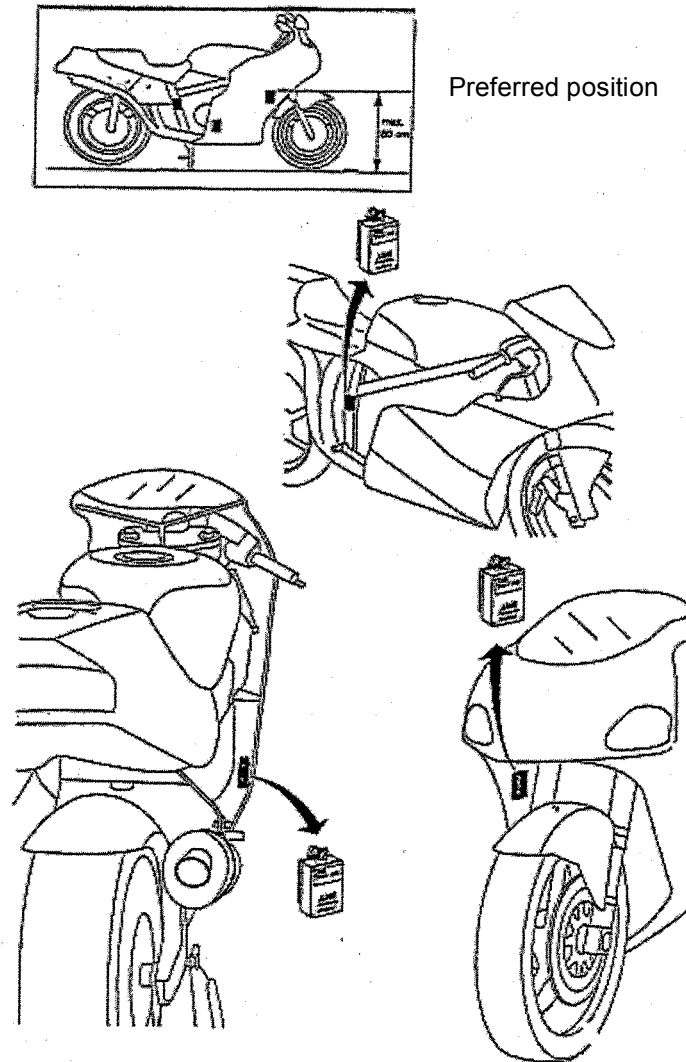
- Ensure that the transponder holder is fitted securely, preferably using bolts and Nylock nuts (if tie-wraps are used at least two sufficiently strong tie wraps are needed to secure the holder)
- The transponder must be mounted VERTICALLY and NOT horizontally.
- The securing pin must be at the top
- Fit the transponder holder in a safe and secure position
- Mount the transponder so that it is preferably no more than 2 ft (60 cm) from the ground
- Mount the transponder so that it is away from heat generating bodies such as the exhaust
- Mount the transponder so that it has as clear a view of the ground as possible. Note – the transponder signal will not pass through metal or carbon fibre based plastics
- Push the 'R' clip right through as far as possible in order to prevent it being accidentally pushed out
- The transponder must be fitted whenever your machine is taken into the assembly area and whenever it is on the course, including timed and untimed practice sessions.
- The transponder must be charged and 'flashing' green and fitted to the machine when presented for Technical Inspections.

DIAGRAM OVERLEAF

Disregarding any of the above guidelines may result in your time(s) not being recorded.

No time will be recorded at all if the transponder is not fitted or has not been charged.

FITTING OF TRANSPONDERS



APPENDIX II - APPLICABLE TO CLASSIC MACHINES ONLY

In formulating the Classic Regulations, the Club has endeavoured to produce races for machines built using components available in the eligibility periods.

When looking at entries consideration will be given to the period appearance of the machine as well as adherence to the letter of these regulations.

All components fitted must be of a type available and fitted to machines of the relevant classes within the relevant classic period, defined in paragraph 1 below. This includes all major components such as frame, forks, wheels etc. No modifications (other than those specifically authorised in these regulations) will be permitted unless used during the period. Where components are of later manufacture, they must exactly resemble the original period components. No machines with more than 2 cylinders will be permitted, except by special arrangement with the Club. The onus is on the rider or entrant to prove eligibility if required.

ELIGIBILITY SPECIFICATION

- 1 **Oil Containment** is strongly recommended for 2009 and will be **compulsory** in 2010.
- 2 The MGP Classic races cater primarily for thoroughbred Grand Prix racing motorcycles constructed during
- (i) the period 1 January 1945 to 31 December 1972 inclusive, for all 4 strokes; and
 - (ii) the period 1 January 1945 to 31 December 1967 inclusive, for all 2 strokes (with the addition of Greeves Oulton and Bultaco TSS built before 31 December 1968)
- for the specific purpose of participation in competition during that era.

In addition, short circuit specials, of a type which can be shown to have a connection with the Isle of Man TT and MGP racing, will be considered on their merits. Such specials shall have a maximum of 2 cylinders and must have an appearance of a typical racing machine of the era.

Entries **will not** be accepted without a specification sheet for each machine entered and with photographs, with and without fairing, if applicable. Standard production machines **will not** be accepted. Riders who are in any doubt about eligible components or modifications are invited to contact the Chief Technical Officer via the Race Office for a ruling.

- 3 **Seat, tank & fairing**
Motorcycles must be presented in period condition. Seats, tanks and fairings (if fitted) must be of a pattern and type manufactured and used in the period, ie pre-1968 for 2 strokes and pre-1973 for 4 strokes. Fuel tanks are subject to the capacity of 24 litres (Reg 10h)
- 4 **Wheels**
Must be of a wire-spoked construction with a maximum rim width of WM3. Cast wheels will not be permitted, except for the Arter Matchless.
- 5 **Tyres**
No hand cut slicks or wet weather tyres will be permitted and maximum tyre width, as stated on the manufacturer's specification sheet, shall be 4.50".
Tyres must be fitted with inner tubes.
Approved rear tyres for 500 cc machines are Avon AM22, Dunlop KR 124, KR124A and KR108. Other makes of tyre are acceptable providing the maximum width does not exceed 4.50" (114mm).
- 6 **Brakes**
May be drum or disc for 4 strokes. Only drum brakes may be used for 2 strokes. All disc brake components must be pre-1973 for 4 strokes. Floating discs, 4 piston callipers and adjustable master cylinders **will not** be permitted. Discs must be solid and may be drilled only parallel to the wheel spindles. An unmodified out-of-period AP front brake master cylinder, part no CP3179-2 (plastic reservoir) is eligible.
For 2009 the AP Racing variable ratio front brake master cylinder parts no CP 3125-2 or CP 3125-4 may be used for the 2009 Classic Races.
Where a rider has a genuine reason for not being able to operate a conventional brake lever, a thumb operated brake lever will be permitted. Due to space constraints, this may mean that an out of period master cylinder will be required. The use of such a device must be stated on the eligibility form and will be subject to prior approval by the Chief Technical Official.
- 7 **Swinging arm, suspension & front forks**
Must be of a pattern, type and material manufactured and used in the period.
- 8 **Carburettors**
Shall be of a type available in the era, ie pre-1973 for 4 strokes and pre-1968 for 2 strokes, except that Amal Mk II concentric carburettors, including smooth bore derivatives may be used. Pumper carburettors of any type are not permitted even if the pumper is blocked off or disabled. Power jet carburettors are not permitted. Fuel injection is not permitted. Keihin carburettors must be of "Tickler" type - the later mechanically operated choke type is **not** approved.
- 9 **Engine and gearbox**
May be modified internally and/or fitted with components of modern manufacture. All engine and gearbox casings must be unmodified externally, except modifications carried out in the period or to permit the repositioning of controls. All primary drives (belt and chain) must be totally concealed from view. Multi-valve heads are not permitted, unless available and used in the era. Non-period components, eg engine castings,

oil filter castings, cylinder barrels and expansion chambers will not be permitted. External oil pumps are not permitted.

10 Clutch

Slipper clutches are not permitted. Dry clutches are not permitted unless originally fitted in the period.

11 Electric starters

Machines are not permitted to have an electric starter fitted.

12 Replica frames

Will be permitted provided they are dimensionally accurate copies of known period chassis. For chassis without known pedigree, entries must be supported by documentary evidence proving eligibility.

13 Sound

For classic machines entered in the Classic races, the ACU has granted a waiver of the sound level permitted under Standing Regulations.

14 Exhausts

Must comply with ACU Standing Regulations.

FUTURE MGP & TT DATES

MGP 2010	21 August – 3 September
MGP 2011	20 August – 2 September
MGP 2012	18 August – 31 August
MGP 2013	24 August – 6 September (90 th Anniversary)
MGP 2014	23 August – 5 September
MGP 2015	22 August – 4 September
TT 2009	30 May – 12 June
TT 2010	29 May – 11 June
TT 2011	28 May – 10 June (Centenary of the Mountain Course)
TT 2012	26 May – 8 June
TT 2013	25 May – 7 June
TT 2014	24 May – 6 June
TT 2015	30 May – 12 June

SUMMARY OF TIMES

1 SIGNING-ON - PRE PRACTICE

Friday 21 August 1400 - 1600 (All riders)
 Saturday 22 August 0900 – 1000 (**Newcomers only** followed by course instruction)
 1000 – 1100 (All other riders)

2 BRIEFINGS

a) Friday 21 August 1515 1640 1800
 Saturday 22 August 1145 (All riders except Newcomers) 1245 (**Newcomers Only**)
 Monday 24 August 1600

All Newcomers must arrive, sign on, take the Newcomers Course Instruction at 1000 hrs and attend the Newcomers briefing at 1245 hrs on Saturday 22 August or they may be excluded.

b) TECHNICAL BRIEFINGS

On **Saturday 22 August**
 All riders except Classic 1440 Classic riders 1315

c) NEWCOMERS' PRE-RACE BRIEFING

At 1215 on Sunday 30 August in the Stop Box/Pit Lane area if dry and Technical Inspections Bay if wet. **This is compulsory.**

4 NEWCOMERS' COURSE INSTRUCTION

Departs at approximately **1000** on Saturday 22 August immediately after the Newcomer signing on session. **This is compulsory and failure to attend may result in disqualification.**

4 TECHNICAL INSPECTIONS

TECHNICAL INSPECTIONS COMMENCES AT THE FOLLOWING TIMES			
PRE-PRACTICE		PRE RACE (ALL CLASSES)	
EVENING PRACTICE	From 1600	Nos 81 upwards	0800-0840
MON 31 AUG PM (1 LAP)*	1000-1140	Nos 31-80	0840-0900
WED 2 SEPT PM (1 LAP)*	1000-1140	Nos 1-40	0900-0940
ANY APPLICATION FOR AN EXTENSION MUST BE MADE DURING THE TIMES STATED ABOVE			
* subject to race delays			

5 RACE TIMES

45 minutes before the start. Riders take possession of machines in holding area

15 minutes before the start. Riders marshalled to starting grid.

5 minutes before the start. Stand to. Clear grid.

Monday 31 August

1015 Race 1a - The NEWCOMERS RACE

1b - The POST CLASSIC RACE

1315 Race 2 - The JUNIOR/LIGHTWEIGHT CLASSIC RACE

Wednesday 2 September

1015 Race 4 - The JUNIOR RACE

1315 Race 4 -. The SENIOR CLASSIC RACE

Friday 4 September

1015 Race 5 - The LIGHTWEIGHT/ULTRA LIGHTWEIGHT RACE

1315 Race 6 - The SENIOR RACE